



**MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION**

Official Minutes

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**MINUTES OF THE REGULARLY SCHEDULED HIGHWAYS AND
TRANSPORTATION COMMISSION MEETING HELD IN KANSAS CITY,
MISSOURI, THURSDAY, DECEMBER 4, 2014**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission was held on Thursday, December 4, 2014, at Union Station, 30 West Pershing Road, Kansas City, Missouri. Stephen R. Miller, Chairman, called the meeting to order at 1:30 p.m. The following Commissioners were present: Lloyd J. Carmichael, Kenneth H. Suelthaus, Gregg C. Smith and Bryan T. Scott.

On February 6, 2014, Governor Nixon withdrew the appointment of Commissioner Kelley M. Martin; at the time of the December 4, 2014 meeting, a replacement had not been appointed.

The meeting was called pursuant to Section 226.120 of the Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the Revised Statutes of Missouri, as amended.

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Dave Nichols, Director of the Missouri Department of Transportation; Rich Tiemeyer, Chief Counsel for the Commission; and Pamela J. Harlan, Secretary to the Commission, were present on Thursday, December 4, 2014.

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*“Department” or “MoDOT” herein refers to Missouri Department of Transportation.
“Commission” or “MHTC” herein refers to Missouri Highways and Transportation Commission.*

-- CLOSED MEETING --

VOTE TO CLOSE MEETING

The agenda of the closed meeting was posted in keeping with Sections 610.020 and 610.022, RSMo, including the following statutory citations allowing the meeting to be closed:

1. Section 610.021(1) – Legal actions and attorney-client privileged communications.
2. Section 610.021(3), (13) – Personnel administration regarding particular employees.
3. Section 610.021(11), (12) – Competitive bidding specifications, sealed bids, or negotiated contracts.

Upon motion duly made and seconded to convene in closed session, the Chairman called for a voice vote of the members. The vote was as follows:

Commissioner Miller, Aye
Commissioner Carmichael, Aye
Commissioner Suelthaus, Aye
Commissioner Smith, Aye
Commissioner Scott, Aye

The Commission met in closed session on Thursday, December 4, 2014 from 8:30 a.m. until 12:00 p.m.

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-- OPEN MEETING --

CONSENT AGENDA

Consent Agenda Process

In order to make the most efficient use of Commission meeting time and to ensure Commission members are well informed on issues requiring their action, staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items of the Commission meeting agenda. Those items considered by staff to be of a routine or non-controversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to “consent agenda” is made in each minute approved via the process described in the paragraph above. Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

Consideration of December 4, 2014, Consent Agenda

No items were removed from the consent agenda. Upon motion by Commissioner Smith seconded by Commissioner Scott, the consent agenda items were unanimously approved by a quorum of Commission members present.

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COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS

The Commission has two standing committees: Audit and Legislative. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of

Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. The following committee and board reports were made during the December 4, 2014, meeting.

Audit Committee – Commissioner Suelthaus stated there was no report.

Legislative Committee – Commissioner Carmichael stated December 1, 2014 was the first day the Missouri legislature began pre-filing legislation for the 2015 session. Commissioner Carmichael noted the 2015 session of the Missouri General Assembly begins at 12:00 p.m. on January 7, 2015. He also reported Congress will resume on January 6, 2015, and noted everyone is waiting for a continuing budget resolution to be passed soon to avoid shutting down federal government.

Missouri Transportation Finance Corporation – Commissioner Miller stated the next MTFC Board meeting will be held in February 2015.

MoDOT and Patrol Employees' Retirement System – Commissioner Carmichael reported the Board met on November 20, 2014, for a combined workshop and public meeting. He reported the financial statements through the end of September 30, 2014, indicate the assets of the organization are \$1.9 billion, which is a high-water mark for the system. He also reported the return on investment for the same reporting period was 13.7 percent, and for the past three years the return was 13.26 percent. The Board reviewed the asset liability study which included the expected returns and risk profile over the next five to seven years to ensure the system's ability to meet the cash flow that is required to pay pension benefits. He also reported the current funding level is at 47 percent which is higher than recent history, and is projected to reach 68 percent funded in the next ten years.

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DIRECTOR'S REPORT

During the December 4, 2014, Commission meeting, Director Dave Nichols provided the following report:

Welcome – Director Nichols welcomed Fay Fleming, who is the new Customer Relations Director, and stated she comes from Dallas, Texas but has Missouri ties. Ms. Fleming has more than fifteen years of senior-level business experience in marketing, communications, strategic planning, research, training, writing, sales, and public speaking. Director Nichols thanked Sally Oxenhandler for her service as interim Customer Relations Director.

AASHTO – Director Nichols reported the American Association of State Highway and Transportation Officials (AASHTO) held its annual meeting in Charlotte, North Carolina. At this meeting, Tim

Hellebusch and Vince Kaimann, both of the St. Louis District, won the AASHTO Performance Excellence Award for their innovations in delivering a bridge overpass project in Chesterfield near the SPIRIT of St. Louis airport that is associated with the Daniel Boone Bridge project over the Missouri River on Interstate 64. Director Nichols said U.S. Secretary of Transportation Anthony Foxx spoke about the need for a long-term transportation bill and encouraged departments of transportation to work together and to work with their congressional delegations for such a bill. Secretary Foxx noted in the last six years there have been 28 short-term transportation funding bills. Director Nichols also reported new leadership was elected: the new President is John Cox from Wyoming and the new Vice President is Paul Trombino from Iowa.

First Snow Fights – Director Nichols reported winter is here and snow fight operations have already started across the state. The first winter storm event of the 2014-2015 season came the weekend of November 15-16 and hit again the day before Thanksgiving and yet again the beginning of December when ice hit several areas of the state, including St. Louis and the Ozarks. He thanked the Missouri State Highway Patrol for their partnership and assistance with the snow fight. He encouraged everyone to be alert and cautious when driving in winter weather.

Highway Safety Statistics – Director Nichols recently received the results of the department’s annual seat belt survey, and it again shows seat belt use remains stagnant at 79 percent. Director Nichols noted this is the fourth straight year that seat belt use in Missouri has been at 79 percent, while the nationwide average is 87 percent. Director Nichols commented that states with a primary seat belt law have a seat belt use of 90 percent. He indicated the department is working very hard to get the use of seat belts up to help reduce fatalities and disabling injuries in Missouri.

ACPA Pavement Award – Director Nichols commended the department, during the 25th annual national excellence in concrete pavement awards program at the American Concrete Pavement Association (ACPA) Convention in Arizona, the department and its contractor partner, Ideker, will receive two of the nation’s top 25 awards. These awards are for projects located in the Kansas City District. The Flintlock Flyover project on I-35 won in the Urban Arterials and Collectors category and the U.S. Route 169 and 108th Street intersection in Clay County won the municipal streets and intersections category.

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WELCOME BY UNION STATION

George Guastello II welcomed the Commission to one of the most historic and second largest operating train station in the United States. He noted that Union Station in Kansas City is celebrating its 100th anniversary and the fact that the station is in the best shape it has been in since opening day! He explained Union Station is run by a non-profit corporation that does not receive federal, state, or local funds. Approximately 80 to 90 percent of the income is derived from operations of the facility. He explained there is about 150,000 square feet of civic tenants including the Greater Kansas City Chamber of Commerce, and there is 80,000 square feet for a modern science center. He explained that revenues and attendance continues to increase over time and shared with the Commission planned improvements for the facility. Chairman Miller thanked Mr. Guastello for hosting the Commission and stated the Commission was pleased to have the opportunity to hold the meeting at Union Station, a cross roads of transportation for the region.

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THE IMPORTANCE OF INVESTING IN FREIGHT DEVELOPMENT

On behalf of the director, Michelle Teel, Multimodal Operations Director, introduced the joint presentation of freight industry leaders in the Kansas City region. She noted Kansas City is a vital link in the global economy in the area of freight. This region is perfectly positioned in the heart of our country, has river access, the second largest freight rail hub in the country and the top freight airport in the state and the multistate region. Kansas City is ideally positioned for increasing global freight opportunities. Unfortunately, the limited transportation funds available are insufficient to provide the investments needed to take full advantage of these economic opportunities.

Michael Collins, President and CEO of the Kansas City Port Authority described the intermodal facility located at the Richards-Gebaur Commerce Park. Current use of the park includes Centerpoint Intermodal Center where grain and empty containers are transported by rail to truck and vice versa.

Both Burlington Northern Santa Fe and Kansas City Southern rail companies use this facility. Mr. Collins cited recent growth in the volume of intermodal freight, and noted how transportation of petroleum by rail has increased significantly in recent years. He also described how the recent record harvest impacted the transportation of commodities such as corn and soybeans on the inland river system.

Mr. Collins recognized Kansas City's freight transportation infrastructure includes access to five Class 1 railroads, significant interstate and highway networks, an international airport, and Marine Highways M-29 and M-70. The burgeoning transportation, freight, and logistics industry developed in this strategic location at the heart of the country, and it is ideally situated to handle the increasing freight flows across the U.S. as well as into Canada and Mexico.

As manufacturing re-shores to North and Central America, businesses are seeking locations with transportation supporting reliable shipment of components and finished goods close to their destination. Freight leaving Kansas City can reach 95 percent of the United States within two days. In addition, Kansas City is connected to Canada and Mexico by the NAFTA designated I-35 and rail lines. The location of Kansas City plus its transportation infrastructure provide many opportunities for these businesses to locate and create high paying manufacturing jobs in the region.

Unfortunately, the limited transportation funds available are insufficient to provide the infrastructure improvements needed to take advantage of these economic opportunities. For example, the Port Authority of Kansas City, Missouri, has plans to re-open the Missouri River port for cargo in 2015. The port has identified more than \$4 million in improvements needed to restore rail access, a critical component for all ports. Unfortunately, inadequate and unreliable State of Missouri General Revenue funding for port capital improvements have delayed this project. This funding shortfall limits the opportunity to move freight on the river, thereby increasing rail and highway freight movements.

Mr. Collins concluded his remarks stating the Kansas City Region recognizes the link between efficient freight movement, transportation infrastructure investments, and economic growth.

Mark VanLoh, Director of Aviation with Kansas City International Airport (KCI) noted how most people are unfamiliar with the volume of cargo that is transported through the airport each night. He also recognized how the downturn in the economy reduced the number of companies that are flying cargo today. Currently the three major freight operations of the airport include FedEx, UPS, and the United States Postal Service. Mr. VanLoh explained that shipping by air cargo is very expensive, so a lot of the overnight packages that were shipped by air cargo are now shipped by the trucking industry. He noted there are occasional cargo aircraft that are shipping just in time cargo. Whether it is a part for the Ford or GM factory that has been shipped overnight from Detroit to Kansas City, or an unusual shipment of ponies for a rodeo in Spain, these shipments cannot go on a truck and air cargo, although expensive, is the best method for shipping in these situations.

Mr. VanLoh shared a chart showing historical tonnage shipped by air cargo and how it dropped dramatically from 2007-2009 but has remained fairly constant since then. He explained cargo still has a place at the airport, especially for shipping smaller high priced goods including pharmaceuticals, jewels, and high quality electronics. He commented that KCI has the biggest cargo airport in the multi-state region and that he would like to see a growth in the shipment of goods by plane, but noted there is a need for additional manufacturing of high priced goods in the Kansas City region to support additional air cargo.

Mike Matousek, Director of State Legislative Affairs for the Owner-Operator Independent Drivers Association (OOIDA), stated that investing in transportation is important to truckers because everything is connected. Efficiency and consistency are important when delivering freight. It is important that freight consistently arrives on time and is not delayed due to congestion, it is also

important that truckers are able to make the most of each trip making multiple stops that are connected by a direct path for efficient delivery of goods.

While realizing road conditions impact a trucker's ability to safely ship goods and the amount of vehicle maintenance required to ship those goods, he also noted it takes resources to keep those roads in good condition. Mr. Matousek noted while truckers support investing in transportation, they also support those funds being protected and used for only transportation projects. He shared that truckers could support modest increases in fuel tax if additional revenue is needed. He also commented that truckers are supportive of a wholesale fuel tax that is automatically adjusted for inflation each year. He concluded his remarks noting that truckers are opposed to toll roads, including I-70.

Scott Smith, Co-Chair of the Heartland Civic Collaborative, described the organization as a business led initiative to make sure that the Heartland is economically relevant. The Heartland includes four states, Nebraska, Iowa, Kansas and Missouri, and the four major cities: Omaha, Des Moines, Kansas City, and St. Louis. The collaborative wants to make sure the region is competitive in the global economy over the next 50 years, and is able to capitalize on the collective assets of the region and aggregate their political influence. There are three focus areas of the collaborative: life sciences, connectivity-entrepreneurship, and transportation. Mr. Smith is most involved with the transportation aspect.

The goal of the transportation focus is to develop a multi-modal integrated transportation vision that supports and enhances the competitive advantage of the Heartland. This effort is bringing together private sector interests with public sector agencies to provide a forum for multistate collaboration to benefit the heartland. When the collaborative hosted a forum, three transportation goals were agreed upon. (1) Global trade. It is important that the great transportation systems that currently exist for rail, highways and air have the needed future capacity and congestion does not constrain economic competitiveness for the region. (2) Connectivity. Connecting through technology is good, but face to

face connections are key to future success, and again rail, highways, and aviation are key to enabling face to face contact. (3) Intermodal movements. Although future improvements in transportation are unknown, the connectivity between the different modes will be essential for the movement of freight. Following the establishment of these goals, strategies are being considered to ensure those goals are met. Strategies are being developed in the areas of planning, funding, technology, facilities, and legislative advocacy.

Mr. Smith concluded his remarks explaining the next steps for the collaborative; a transportation forum will be hosted in 2015, and advocacy at the federal level will begin as the highway reauthorization process begins.

Ms. Teel concluded the presentation by explaining MoDOT and hundreds of key stakeholders have been developing the Missouri State Freight Plan. Building on Missouri's long range transportation plan, a vision and plan has been drafted to take care of the existing freight system and make the best and most strategic investments possible with the very limited funds that are available. She explained the freight plan will be presented to the Commission at a future Commission meeting.

Commissioner Miller thanked everyone for their presentations and support of the movement of freight to improve the Kansas City region's economy.

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PRESENTATION BY THE SANCTUARY WORKSHOP

Mike Hughes, training coordinator for the Sanctuary Workshop explained that this organization in Kansas City was established to help develop a future workforce from the urban core for the property maintenance and construction industry. He explained the Sanctuary Workshop has worked with MoDOT for approximately seven years, enhancing people's lives so that they can become fully employed and, providing opportunity to underserved citizens within the Kansas City region. The workshop provides a learning environment over a five-week period. Workshops provide academic,

social, and occupational skills and experiences that focus on preparing for job opportunities and job growth and retention. Mr. Hughes highlighted some of the life skills training provided includes stress management, anger management, how to live in a city and back with family and friends, and how to work in teams.

The program provides encouragement to those who have had a very challenging life to believe there is hope, there is a job available, and there are opportunities for them. MoDOT helps present that opportunity through assistance with earning their CDL by preparing for the written and driving examinations, and understanding the importance of safety on the job. Mr. Hughes shared the most recent group that went through the program started with ten individuals. Eight of the ten participants finished the program, and seven are employed, two of which are employed with MoDOT. Mr. Hughes concluded his remarks by expressing his appreciation to everyone at MoDOT who have helped the Sanctuary Workshop succeed in its mission.

Commissioner Carmichael applauded Mr. Hughes' efforts, and expressed an appreciation for the opportunity to partner with the Sanctuary Workshop. He said the workshop does great work and noted how the Commission and the department are beneficiaries of that as well as society in general.

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PRESENTATION BY THE HEAVY CONSTRUCTORS ASSOCIATION OF GREATER KANSAS CITY

Edward DeSoignie, Executive Director of the Heavy Constructors Association of Greater Kansas City stated the last time the Commission meet in Kansas City, there was a breeze of hope running through the building. He explained the General Assembly was preparing to take up a transportation funding measure that successfully passed in the legislature and eventually became Amendment 7. Amendment 7 was a proposal to increase the sales tax by $\frac{3}{4}$ cent, exempting groceries and prescription drugs, included a constitutional provision requiring the funds be expended only for transportation, and a portion of the funds were to be shared with the cities and counties. The proposal also placed a freeze on

toll roads and motor fuel tax increases. Unfortunately, the measure was defeated by the voters and the future is grim for funding transportation in Missouri.

While many have interpreted the election results, and have discussed the various transportation funding options, everything remains on the table for discussion but ultimately any future proposal must be something that is accepted by the public.

While hopeful the General Assembly will remain open to further discussion as they understand the transportation funding problem the state is facing today, it appears the public does not. Mr. DeSoignie explained he believes the message did not get through to the public that Missouri is at a critical point with funding for transportation. They still see roads in good condition and safety improvements being made. As options for funding are reviewed, an essential part of any future funding effort will need to include a public education process.

Commissioner Smith thanked Mr. DeSoignie for his work with Amendment 7 and recognizing the need for a funding solution that Missourians can support and accept. Commissioner Miller assured Mr. DeSoignie to not be discouraged as the Commission is going to continue to move forward the conversation on funding for transportation and do its best to educate the public about the funding problem.

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PRESENTATION BY THE MID-AMERICA REGIONAL COUNCIL

David Warm, Executive Director, and Ron Achelpohl, Transportation Director, shared with the Commission how the Mid-America Regional Council (MARC) is working to update its long range transportation plan. MARC must use resources wisely, with the principles of prudence and strategy guiding their work in this era of highly limited resources.

The region's long range metropolitan transportation plan is called Outlook 2040 and provides a strategic framework for the investment of federal transportation funds in the region, it is fiscally

constrained, policy based, identifies priorities for regionally significant projects and future planning needs, and includes performance measures for all aspects of the region's transportation system. As they continue the slow recovery from the great recession, their current projections of available resources and revenues indicate that none of the traditional public sources of funding for the region will keep pace with inflation through the year 2040. Anticipating no growth in federal funds, extremely slow growth in state funds on both sides of the state line and only modest growth in local revenues.

There are four themes that have emerged, some of which correlate to the themes from MoDOT's long range plan: system preservation, system diversity, economic development and growth, and measuring results. MARC shares MoDOT's focus on taking care of the system. It is going to be a challenge to maintain the system in its current condition with the available resources, without additional revenue it may require adjusting expectations about the performance of the system. There is a strong and growing public interest to provide more choices for how people travel in the region, MoDOT has heard that loud and clear as well. MARC made progress in improving the quality and efficiency of existing transit services in the region. As the region's demographics change there is a shift in demand for housing, mixed use and transit ready development as well as changing travel patterns. MARC uses performance data to help with regional transportation decision making, similar to MoDOT's Tracker system.

MARC takes pride in the effective working relationship with MoDOT and the Commission and look forward to strengthening the partnership, working together to develop the performance targets required in MAP21.

Commissioner Carmichael commented that MARC is a real value added organization in the world of transportation and we appreciate working with you and being partners, it really is a situation where we benefit a great deal from our partnership!

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REPORT REGARDING KANSAS CITY COMMUNITY ROUNDTABLE DISCUSSION PRESENTATION

On behalf of the Director, Lester Woods, External Civil Rights Director, explained that his division ensures MoDOT complies with the disadvantaged business enterprise (DBE) and on the job training programs. Additionally, his division receives and investigates any complaints related to Title VI or Americans with Disabilities Act (ADA).

MoDOT works in partnership with the Missouri Regional Certification Committee. This committee includes the City of Kansas City, MARC, St. Louis Metro, and St. Louis Airport Authority. Individually each of these agencies can certify a DBE. The value of this committee is if you are certified as a DBE by any one of the agencies who are part of the committee, then you are certified with all of the agencies who are part of the committee. This allows more firms to be in the qualified pool of DBE firms that prime contractors can use to receive credit for achieving the DBE goal on a transportation project.

The division also provides technical assistance to DBE firms through the entrepreneurship program. Since 2008, over one hundred DBE firms have graduated through the entrepreneurship program. The DBE firm will spend ten weeks gaining an understanding on becoming a better business, building their capacity, understanding how to estimate, understanding how to bid and understanding how to build relationships with other contractors so that they can gain more work. Since 2010, the firms that have participated in the entrepreneurship training program have experienced a thirteen percent increase in business.

The department is also concerned with the work force on transportation projects. If you can train and equip the workforce through graduation from an on-the-job program, to become a journeyman, laborer, equipment operator, carpenter, electrician, or cement mason; in the future those individuals could also become business owners and become a DBE certified business. It is programs such as what

is provided with the Sanctuary Workshop who presented earlier at this meeting that provide the opportunity for an individual to get the necessary training to be able to do construction work.

Mr. Woods used the kcICON project to illustrate how partnering with many agencies in the city of Kansas City to establish workforce and DBE goals, ensured that the goals were not only met but exceeded due to the collaborative work of all of the entities that came to the table. Efforts like those made in the kcICON project provide the model to help MoDOT have a diverse workforce on its projects and diverse DBE participation.

Once the department establishes DBE goals, Mr. Woods division ensures those goals are met. For the past several years the DBE goal has been 13.49 percent. In 2012 the department had 10 percent DBE participation, in 2013 it increased to 12 percent participation. He explained the department's next steps include increasing the overall DBE goal from 13.49 percent to 15.38 percent. This goal can be met as the department continues to collaborate and work with partners to meet the goal.

Commissioner Scott commended Mr. Woods as the programs presented today are critical in making sure that workers on the projects and businesses participating in the project are reflective of the communities they represent.

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REPORT AND RECOMMENDATION REGARDING NOTICE OF PROPOSED AMENDED RULEMAKING – OVERSIZE AND OVERWIGHT PERMITS

On behalf of the Director, Scott Marion, Motor Carrier Services Director, presented the notice of proposed amended rulemaking, 7 CSR 10-25.020, Oversize and Overweight Permits, which provides a uniform system to issue permits to authorize vehicles to use the state highway system with cargo loads that exceed the statutory limits on length, width, height and weight established in Chapter 304, RSMo. The rule includes the types of permits available, maximum permit limits and requirements for operation, insurance, etc., when traveling under permit.

As a result of General Assembly passage of Truly Agreed and Finally Passed (TAFP) House Bill Number 1190 in 2014, proposed amended rulemaking is required to update 7 CSR 10-25.020 Oversize and Overweight Permits in regard to issuing emergency utility response permits to transport certain utility materials and equipment following a civil or natural disaster. Staff proposed to amend the existing rule with the following changes: (1) add that the department shall also issue emergency utility response permits for the transport of utility wires or cables, poles, and equipment needed for repair work immediately following a disaster where utility service has been disrupted; excluding super heavy and large load movements. This modification will codify a practice that currently takes place.

The department supports this notice of proposed amended rulemaking to reflect issuance of emergency utility response permits as required by law to reflect its current business practices. The public will have an opportunity to submit comments in support of or in opposition to this proposed amended rulemaking. All comments received from the public will be considered and summarized in the orders of rulemaking.

After consideration, the Commission, via approval of the consent agenda, unanimously authorized the Secretary to the Commission to file the notice of the proposed amended rulemaking with the Joint Committee on Administrative Rules and the Office of the Secretary of State for publication in the *Missouri Register*, and authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute documents to initiate the rulemaking process.

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LEWIS COUNTY-CANTON MISSOURI PORT AUTHORITY NAME CHANGE

On behalf of the Director, Michelle Teel, Multimodal Operations Director, requested the Commission acknowledge the port authority name change from Lewis County-Canton Port Authority to Lewis County Regional Port Authority. The port authority has operated as a regional port authority since its creation. The name change clarifies that the port authority is operating as a regional port

authority. The port authority unanimously approved its name change during its June 10, 2014 meeting. Chapter 68 RSMo does not mandate the port authority seek Commission approval of its name change, but the port authority respectfully requested the Commission acknowledge the port authority's name change to Lewis County Regional Port Authority.

After consideration, the Commission, via approval of the consent agenda, unanimously acknowledged the port authority's name change from Lewis County-Canton Port Authority to Lewis County Regional Port Authority.

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CONSIDERATION OF BIDS FOR TRANSPORTATION IMPROVEMENTS

On behalf of the Director, Eric Schroeter, State Design Engineer, presented the following recommendations pertaining to bids received on federal-aid and state highway and bridge projects during the past month. He noted Calls C01 and C03 have local funding, as noted in Table I below, and the department received all of the necessary concurrences.

Mr. Schroeter recommended (1) Award of contracts to the lowest responsive bidders for bids received at the November 21, 2014, letting, as recommended and noted in Table I below. (2) Ratification of award of contracts, as recommended and noted in Table II below.

**Table I
Award of Contracts
November 21, 2014, Bid Opening**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
A01	I-29	Buchanan, Andrew	J1I2213	\$8,929,021.29	\$0.00	Herzog Contracting Corp.	Resurface
A02	W	Harrison Gentry	J1L1500B	\$3,308,799.79	\$0.00	Herzog Contracting Corp.	Resurface and Seal Coat
	T		J1L1500C				
	F		J1L1500D				
	W		J1L1500E				
	UU		J1L1500F				

	Spur UU		J1L1500G				
	H	Worth	J1L1500H				
	K		J1L1500I				
	E		J1L1500J				
	T		J1L1500K				
	Z		J1L1500L				
	J		J1L1500M				
A03	36		Buchanan	J1P2206	\$3,359,902.68	\$0.00	Lehman Construction, LLC
A04	Bus 29	Buchanan	J1S3047	\$1,034,526.00	\$0.00	Mega Industries Corporation	ADA Improvements
			J1S3049				Intersection Improvements
B01	6	Adair	J2P0782C	\$3,467,275.35	\$0.00	APAC-Missouri, Inc.	Resurface and Alternate Undersealing
	Bus 63		J2P2197				Resurface
	P		J2S3002				Seal Coat
	11		J2S3003				Resurface and Add Shoulders
C01 *	35	Clay	J4I3005	\$25,588,616.04	\$0.00	Miles Excavating, Inc.	Grading, Pavement and 4 Bridges
C02	435	Clay	J4I3007	\$9,633,303.57	\$0.00	Ideker, Inc.	Resurface
	435		J4I3029				Surface Sealing
	152		J4P3095B				Signing and Striping Improvements
	210		J4P3095C				
C03 **	AA	Jackson	J4S2029B	\$3,471,698.20	\$0.00	Phillips Hardy, Inc.	Grading, Pavement and ADA Improvements
D01	E	Gasconade	J5S3035	\$340,331.65	\$0.00	Rolla Asphalt, LLC	Resurface
D02	8	Phelps	J9P2221	\$2,124,223.51	\$0.00	Robertson Contractors, Inc.	Grading, Paving, and Bridge
F01	70	St. Charles	J6I2276	\$2,599,394.86	\$0.00	Magruder Paving, LLC	Resurface
F02	270	St. Louis	J6I3013	\$4,385,448.12	\$0.00	Magruder Paving, LLC	Resurface
F03	AT	Franklin	J6S2205	\$1,610,545.00	\$0.00	N.B. West Contracting Company	Resurface and Replace Guardrail
G02	54	St. Clair, Cedar	J7P2206	\$4,130,016.79	\$0.00	APAC-Missouri, Inc.	Resurface
	254	Hickory	J8L1300P				Resurface and Add Shoulders
G03	39	Lawrence	J7P2207	\$984,579.56	\$0.00	APAC-Missouri, Inc.	Resurface and Add Turn Lane
	Bus 60		J7S2208				Resurface
	Bus 39		J7S2231B				

G04	E	McDonald	J7P2226C	\$1,395,209.67	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Resurface and Add Shoulders
G05	52	St. Clair, Bates	J7P3020	\$849,297.38	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Add Shoulders
G06	65	Christian	J7P3020B	\$269,269.00	\$0.00	Truesdell Corporation Midwest	High Friction Surface Treatment
	360	Greene	J7P3020C				High Friction Surface Treatment with Add Alternate
G08	249	Jasper	J7S2232B	\$539,000.00	\$0.00	Branco Enterprises, Inc.	JOC - Slide Repair
G09	52	St. Clair	J7S3002	\$157,113.90	\$0.00	Branco Enterprises, Inc.	ADA and Intersection Improvements
G10	H	Bates	J7S3042	\$1,052,209.36	\$0.00	Lehman Construction, LLC	2 Bridge Replacements
G11	18	Henry, St. Clair	J7S3042B	\$447,120.20	\$0.00	Lehman Construction, LLC	Bridge Replacement and Bridge Deck Replacement
G13 & G14	744	Greene	J8S3002	\$1,368,989.43	\$0.00	Blevins Asphalt Construction Company, Inc.	Resurface
			J8M0256		\$3,444.00		
H03	412	Dunklin	J9P3077	\$6,811,598.76	\$235.28	Chester Bross Construction Company/C.B. Equipment, Inc.	Grading, Pavement and Resurface
H05	A	Pemiscot	J9S3014E	\$1,924,677.29	\$0.00	Chester Bross Construction Company/C.B. Equipment, Inc.	Resurface and ADA Improvements
	164		J9S3014F				Resurface
	55 OR		J9S3029				
	T		J9S3030				
			TOTAL:	\$89,782,167.40	\$3,679.28		

* Call C01 – Funding by the City of Liberty – \$4,200,000.00

Funding by the City of Pleasant Valley – \$100,000.00

** Call C03 – Funding by the City of Grain Valley – \$984,477.50

**Table II
Concurrence of Awards**

Call No.	Route	County	Job No.	Bid Amount	Non-Contractual Costs	Contractor	Description
D01*	50	Cole	J5M0267	\$341,343.00	\$0.00	L.F. Krupp Construction, Inc.	Bridge Repair

* Emergency project was let on November 13, 2014 and awarded by Ed Hassinger, Chief Engineer, after the bridges were struck by a semi-truck hauling construction equipment.

Commission Consideration and Action

After consideration, and upon motion by Commissioner Smith, seconded by Commissioner Scott, the Commission took the following action with the abstentions noted below:

1. Awarded contracts to the lowest responsive bidders for bids received on the November 21, 2014, bid opening, as recommended and noted in Table I above. Non-contractual costs for these projects are shown on the above tabulation.
2. Ratified the award of the contract, as recommended and noted in Table II above. Non-contractual costs for these projects are shown on the above tabulation.
3. Authorized the Director, Chief Engineer, Chief Financial Officer, or Assistant Chief Engineer to execute the contracts awarded above.

Commissioner Miller abstained from voting on Calls A01, A02, G08, and G09. Commissioner Carmichael abstained from voting on Calls G03 and G05. Commissioner Smith abstained from voting on Call G03.

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RATIFICATION AND APPROVAL OF PLANS FOR CONDEMNATION

On behalf of the Director, Eric Schroeter, State Design Engineer, recommended the Commission ratify and approve the following detailed project plans, approved by the Chief Engineer, which have been filed for condemnation.

<u>County</u>	<u>Route</u>	<u>Job Number</u>
Butler	PP	J0S0919
Bollinger	51	J9P3006
Carter	M	J9S3082
Butler	142	J9S3007

In accordance with Section 227.050 RSMo, the Commission via approval of the consent agenda, approved the detailed project plans for the above noted projects and directed they be filed as necessary for the condemnation of right of way.

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-- REPORTS --

The Commission received the following written reports.

2014 REPORT TO THE JOINT COMMITTEE ON TRANSPORTATION OVERSIGHT

Dave Nichols, Director, presented to the Commission the 2014 Report to the Joint Committee on Transportation Oversight, which will be filed with the committee by December 31, 2014. This report is also known as the accountability report and provides a comprehensive account of MoDOT's projects and finances from July 1, 2013 to June 30, 2014, and demonstrates the Commission and department's commitment to fiscal responsibility and wise use of taxpayer dollars. In addition to explaining the project planning process, the report lists the projects included in the 2015-2019 Statewide Transportation Improvement Program. This report shows the department is delivering projects on time and within budget. A formal presentation of the annual report by Director Nichols to the Joint Committee on Transportation Oversight is required prior to February 15, 2015.

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FINANCIAL ACCOUNTABILITY REPORT – QUARTERLY REPORT

Brenda Morris, Financial Services Director, provided to the Commission the written Quarterly Financial Accountability Report for the period ending September 30, 2014.

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**FINANCIAL – BUDGET – REPORTS
YEAR-TO-DATE FINANCIAL REPORT, PERIOD ENDING OCTOBER 31, 2014**

Brenda Morris, Financial Services Director, submitted a written financial report for fiscal year-to-date ended October 31, 2014, with budget and prior year comparisons.

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CONSULTANT SERVICES CONTRACT REPORT

Eric Schroeter, State Design Engineer, submitted a written report of consultant contracts executed in the month of October 2014, for both engineering and non-engineering related projects. The

department utilizes consultants to efficiently manage workload and provide specialized expertise to supplement and support department staff. Expenditures for consultant services are funded from the Commission approved Statewide Transportation Improvement Program and MoDOT Operating Budget. Seven engineering consultant services contracts were executed in October 2014, for a total cost of \$429,339. There were two non-engineering consultant contracts executed in October 2014, for a total cost of \$23,520.

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By unanimous consensus of all members present, the meeting of the Commission adjourned.

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The Mission of the Missouri Highways and Transportation Commission is to:

- Represent the citizens of Missouri pursuant to the Constitution by providing independent and nonpartisan governance of the Missouri Department of Transportation; and
- Establish policies, exercise oversight, and ensure accountability in developing and maintaining a world class transportation system in Missouri which fosters safety and economic development.

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